



FAA  
Airports Division

1 Aviation Plaza  
Jamaica, New York 11434

Eastern Region

May 18, 2012

Mr. William J. Wilkinson, Supervisor  
Town of East Hampton  
159 Pantigo Road  
East Hampton, New York 11937

Re: East Hampton Airport (HTO)  
Location and Installation of a Mobile Airport Traffic Control Tower  
Federal Environmental Action

Dear Mr. Wilkinson:


The New York Airports District Office has completed its review of your submittal of a Categorical Exclusion Form for the proposed location and installation of Mobile Airport Traffic Control Tower at East Hampton Airport, New York.

The proposed project involves the installation of a mobile ATCT to be located on existing grass south of Runway 10-28 and west of Runway 16-34 to be established subsequent to the date on which the attached determination is fully executed through October 31, 2012 only.

Based on our review of the information provided along with guidance contained in FAA Orders 5050.4B and 1050.1E, we have determined that the subject project does not have the characteristics that require a formal NEPA environmental assessment nor does it contain the potential for causing adverse environmental impacts. We have, therefore, determined that this project qualifies for a "Categorical Exclusion" and have executed this finding accordingly (signed 5/18/12). Please note that this correspondence represents the formal Federal Environmental Finding; additional coordination with the FAA may be necessary for this project with regard to an Airport Layout Plan Approval and Airspace Review.

Should you have any questions or need additional information, please call me at (718) 553-3335.

Sincerely,

  
Tom Felix, Manager  
Planning and Programming Branch

cc: D. Yap, DY Consultants

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**CATEGORICAL EXCLUSION / RECORD OF DECISION**

**MOBILE AIRPORT TRAFFIC CONTROL TOWER  
EAST HAMPTON AIRPORT (HTO)  
EAST HAMPTON, NEW YORK**

**Introduction**

This Federal Aviation Administration (FAA) Categorical Exclusion / Record of Decision (ROD) sets out the Federal Aviation Administration's (FAA) consideration of environmental and other factors for the approval of a Pen and Ink Change to the Airport Layout Plan (ALP) for East Hampton Airport (HTO). This decision incorporates the attached May, 2012, Categorical Exclusion Form and attachments for a proposed mobile Airport Traffic Control Tower (ATCT), in its entirety.

**Proposed Federal Action**

The proposed federal action is the approval of a Pen and Ink Change to the HTO's ALP to include the location and installation of a mobile ATCT for the specific time period designated in the paragraphs below and under no circumstances, to remain in place beyond October 31, 2012.

**Purpose and Need**

The purpose and need of the project is to install a mobile ATCT at HTO. The mobile ATCT will be established subsequent to the date on which this ROD is fully executed and it will remain in place until no later than October 31, 2012. The mobile ATCT will provide orderly control and enhance the safety of air traffic that is arriving and departing HTO during the peak summer season when air traffic volume at HTO greatly increases.

**Project Description**

The proposed project is the installation of a mobile ATCT to be located on existing grass south of Runway 10-28 and west of Runway 16-34. The tower will not result in a change to current flight procedures. There is a proposed airspace reclassification being addressed in a Notice of Proposed Rulemaking; FAA docket number FAA-2012-0217; Airspace Docket No. 12-AEA-2. The tower will be approximately 22' long x 10' wide and 26.3' high. The proposed tower will sit upon a concrete pedestal approximately 23' long x 10' wide supported by four 2' x 2' footings. The project also involves approximately 250 feet of trenching, grading, and seeding to facilitate the connection of utilities. The project also involves the removal and trimming of approximately ¼ acre of trees at the perimeter of the airport grassland to provide an unobstructed view of the aircraft on final approach to Runway 34. The tower will be operational from an approximate date subsequent to the date on which this ROD is fully executed; it will remain in place until no later than October 31, 2012; the tower will operate between the hours of 6:30am to 11:30pm local time; after October 31, 2012, the tower cabin will be removed from HTO; the pedestal and utilities will remain at the site. This ROD is applicable only to the timeframes discussed above, during the year 2012.

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CONCURRENCES
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### **Impact Analysis**

The attached May 2012 Categorical Exclusion Form and attachments address the effect of the proposed project on the quality of the human and natural environment, and are made a part of this Record. The following impact analysis highlights the more thorough analysis presented in the documents.

*Endangered Species:* The airport has three plant species of concern that are protected by New York State; the Pine Barren Sandwort (*Minuartia caroliniana*), the Bird's Foot Violet (*Viola pedata*), and a *Spiranthes* orchid. None of the species of concern are located at or near the proposed project site. The location of these species on the airport was identified during a field survey in 1999; the findings of the field survey were validated in 2012. Based on this information, the project will not result in any adverse impacts to the state species of concern.

*Biotic Resources:* The project includes the removal and trimming of approximately ¼ acre of existing trees at the perimeter of the airport grassland to provide an unobstructed view of the aircraft on final approach to Runway 34. No soil removal or replacement of topsoil is proposed. No adverse effects to biotic resources are expected.

*Water Quality:* The project area is located over a sole source aquifer. Based on our review, the project would result in minimal ground disturbance and little new impervious surface. Accordingly, the project will not likely result in any significant ground water impacts or pose a significant hazard to public health.

This effort has been coordinated with EPA Region II. See attached correspondence.

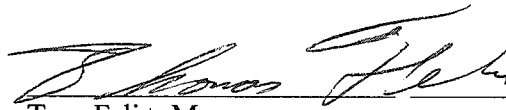
**Decision**

The FAA recognizes its responsibilities under the National Environmental Policy Act of 1969 (NEPA) and its implementing Council on Environmental Quality (CEQ) regulations, and its own directives. Recognizing these responsibilities, I have carefully considered these objectives in relation to aeronautical and environmental factors at East Hampton Airport and utilized the environmental process to make a more informed decision.

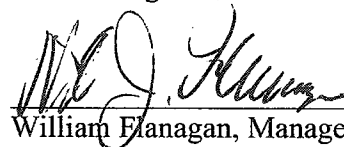
The final environmental documents satisfy the requirements of NEPA, and FAA Orders 1050.1E and 5050.4B.

Having carefully considered aviation safety and the operational objectives of the proposed project, as well as being properly advised as to the anticipated environmental impacts of the proposal, under the authority delegated to me by the Administrator of the FAA, I find that the project is reasonably supported, and I, therefore, direct that action be taken to carry out the agency actions noted above.

Recommended:

 5-17-12  
\_\_\_\_\_  
Tom Felix, Manager Date  
Planning and Programming Branch  
Airports Division  
Federal Aviation Administration  
Eastern Region

Approved:

 5/18/12  
\_\_\_\_\_  
William Flanagan, Manager Date  
Airports Division  
Federal Aviation Administration  
Eastern Region

This Categorical Exclusion / Record of Decision presents the Federal Aviation Administration's findings and final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B.

Any party having a substantial interest may appeal this order to the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business, upon petition filed within 60 days after entry of this order in accordance with 49 U.S.C. §46110.